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BUYING SERVICE FROM SUBSIDIES A LOSING GAME

Declares James J. Hill in Speak-
ing on "Freedom of Our
Foreign Trade."

ST. LOUIS, Jan. 22.—James J. Hill in a paper on "Freedom for Our Foreign Trade" submitted to the second National Foreign Trade Convention here today, said the "indispensable" condition for such freedom was adequate ocean carriage in American ships. To buy service by big subsidies was, he declared, a losing game. The need of merchant ships in America was almost as great as that of other nations for munitions of war.

"In the month of November," he said, "the exports from the port of New York were \$12,000,000 more than the year before. There was an increase of about 300 per cent in the exports of food products. The foreign demand must increase in direct ratio with the exhaustion of supplies in warring nations. How are these goods, which we desire to sell and others are anxious to buy, to be carried to the over-sea markets?"

"Such a slight relief as was afforded by the wise removal of the prohibition of registry for foreign-built vessels has been given. It is hardly a drop in the bucket. Up to the week ending December 26, 1914, American registry has been granted to 105 vessels theretofore operated under foreign control, aggregating 373,040 gross tons. This is not enough to prevent present congestion and holds out little hope for the supply of further needs."

"American cost of ship construction is from fifty to one hundred per cent higher than that abroad, and according to a reported statement of Captain Robert Hoffer, who operated ships in both domestic and foreign trade, it costs about \$17,235 more a year to operate a ship of 3,000 tons under the American than under the British flag. These are the disadvantages under which our foreign trade labors."

"There are but two resources; one a merchant marine owned and operated by the government; and other a merchant marine provided by and for the people."

"The former just now urgently advocated, is an unwise—and would be certainly a disastrous—experiment. Aside from the complications already certain to drag us sooner or later into the European conflict, owing to the uncertain and conflicting claims of national neutrality, this policy would be followed by the total destruction of the private shipping interest. Private enterprise can not possibly compete with a government which pays no interest on the cost of its ships and throws aside consideration of profit and loss."

"What is the prospect in this case of economical management, and of those lower rates which the advocates of the plan held out as a bait for its adoption? We have an exact measure of the fact in some comparative railroad statistics. The Panama railway is entirely owned and operated by the United States. Like most affairs on the isthmus, it has been handled by honest and competent men in their several lines. We have its official report for the year ended June 30, 1913, to be compared with the statistics of all the railways of the United States for the same period. The rate on the Panama line was 3.48 cents per ton per mile, as against 7268 of a cent for all the railways of the United States. That is, the government rate was almost five times the rate made by private enterprise over the entire country."

"At the International Trade Conference of the Mississippi Valley and Central West, which met at Memphis last November, the following resolution was reported:

"Resolved, that Congress be urged to enact maritime legislation looking toward placing the American shippers and ship owners upon a basis more nearly equal with those of competing nations, thereby enabling American exporters and ship-owners to meet the competition of other nations in the ocean carrying trade."

"Not more nearly equal, but absolutely equal should be the requirement of American ability and American pride; and equality secured neither by such protection as is accorded to the weak or by gift money in the form of a subsidy, but a privilege offered to the strong that he may conquer what is his by right. That is the key to an ample provision of American ships. There is the necessary condition of that expansion in our foreign commerce which we all know to be possible and which will be lost or won according to our wisdom or folly."

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the proper help to keep her digestion right and her system free from poisonous accumulations, is not troubled with headaches, backache, languid feelings, unnatural sufferings. All women who have tried

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Enjoys A Clear Complexion

Directions of Special Value to Women with Every Box.
Sold everywhere. In boxes, 10c., 25c.

STATE COAL INDUSTRY ONLY RETARDED SOME

In the Year of 1914 by the National Business Depression
as Shown by Henry.

CHARLESTON, Jan. 22.—Earl A. Henry, chief of the state department of mines, has given out the following interesting information regarding the coal mining industry in West Virginia during the last year, and shows that while the business depression made large reductions in the coal production of other states, it merely retarded the growth of the industry in this state.

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There's no sense in mixing up a mess of mustard, flour and water when you can so easily relieve pain, soreness or stiffness with a little clean, white MUSTEROLE. MUSTEROLE is made of pure oil of mustard and other helpful ingredients, combined in the form of a pleasant white ointment. It takes the place of the out-of-date mustard plaster, and will not blister.

MUSTEROLE gives prompt relief from Sore Throat, Bronchitis, Croup, Stiff Neck, Asthma, Neuralgia, Headache, Congestion, Pleurisy, Rheumatism, Lumbago, Pains and Aches of the Back or Joint, Sprains, Sore Muscles, Bruises, Chills, Frosted Feet, Colds of the Chest (it often prevents Pneumonia).

At your druggist's, in 25c and 50c jars, and a special large hospital size for \$2.50. Be sure you get the genuine MUSTEROLE. Refuse imitations—get what you ask for. The Musterole Company, Cleveland, Ohio.



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One lot of Ladies' white
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JUST A FEW \$25.00 LADIES' SUITS LEFT
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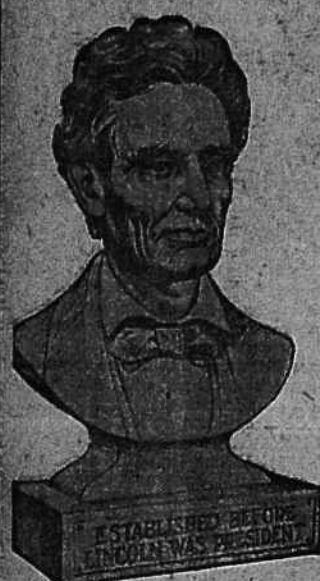
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Save money by buying at this sale.

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will be a revelation to you.

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The Most Delightfully Attractive
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When Can I Join?

**What Do I Save
Each Week?**

**What Do I Receive
at Christmas?**

**Will Receive a Re-
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**When Do I Make
Payments?**

**Can I Possibly
Lose Anything?**

A Savings Plan. You are to make fifty weekly payments and will receive a Christ-
mas Check December 15, 1915.

- 1 To provide Christmas money.
- 2 A feeder for larger savings.
- 3 To develop the savings habit.

The Club will open for members January 20. Persons joining after the first week
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You may begin the weekly payments with 1c, 2c, 5c, 25c, or 50c, or you may reverse
the order, paying the largest amount first and decreasing the amount each week.

The 1c division will amount to \$12.75.

The 2c division will amount to \$25.50.

The 5c division will amount to \$63.75.

The 25c division will amount to \$12.50.

The 50c division will amount to \$25.00. You may have two or more memberships
in the same division, or in different divisions.

If you want a special amount for Christmas, the clerk will show you what division
to use. He will then give you a Christmas Money Club record book which will show
the amount you are to pay each week throughout the club period, and when you
make payments he will take out the amount paid. The book shows the entire
amount you have paid at any time, as well as the amount there remains to be paid.

Payments in all divisions are due weekly, but for your convenience, they may be
made in advance. This is advised when possible. It is not necessary to make pay-
ments personally. You may send your card to the bank with the amount.

If for any reason you are unable to keep up the payments for the full fifty weeks,
you will receive in full the amount paid in. If you lose your card, notify the bank at
once, and another card will be given you. You do not lose anything in this event as
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**Let us know the amount you want at Christmas
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